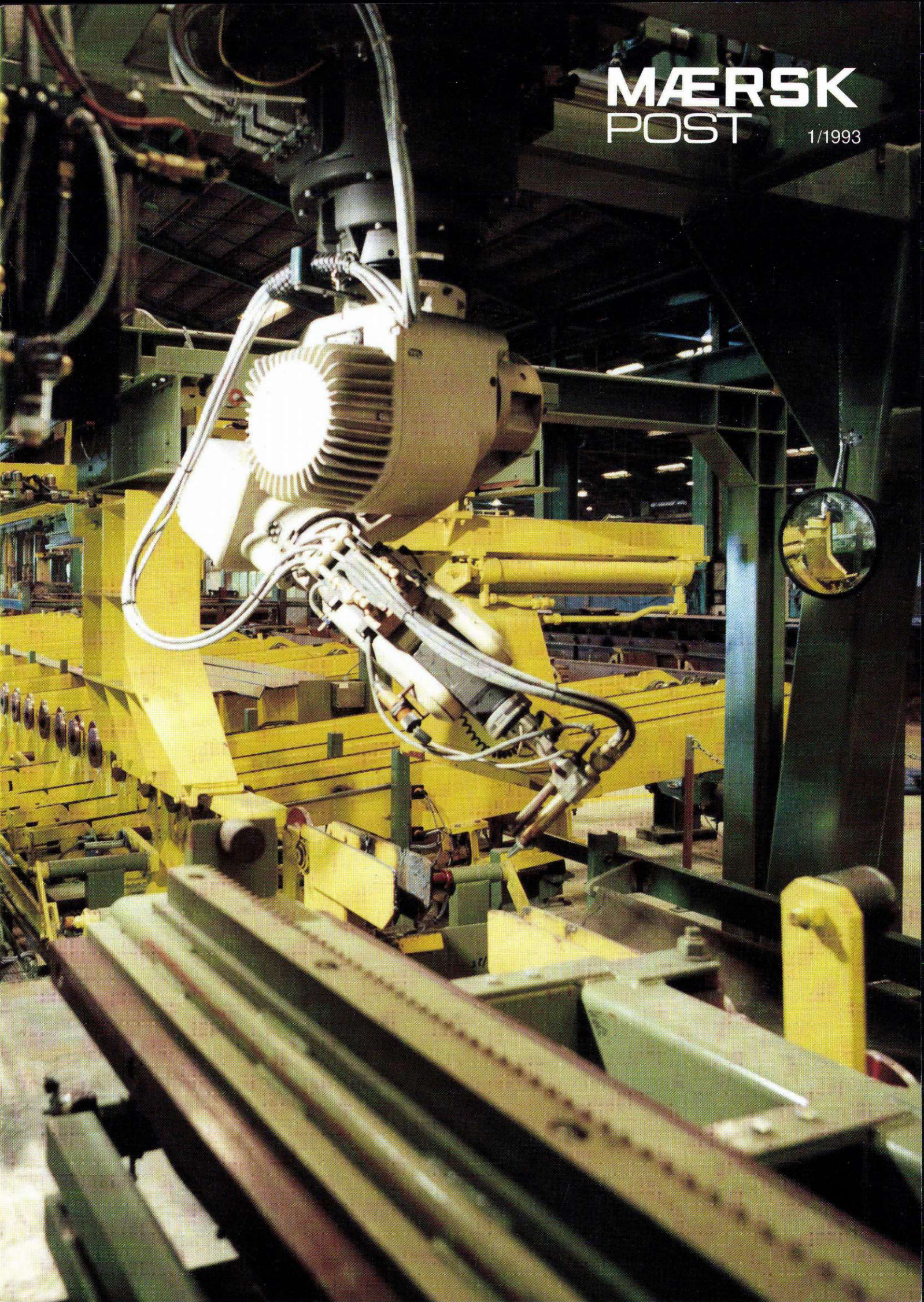

MÆRSK POST

1/1993

Cover:
Robot in operation
at the Lindø Yard.

MÆRSK POST

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EDP and computer systems have become an integrated and indispensable tool in modern business operations - including ours.

A.P. Møller's requirements are mainly covered by Mærsk Data – a separate organisation which also sells its services to the Yard, affilliated companies and companies outside the A.P. Moller Group.

Mærsk Data has expanded in step with demand – both internal and external. Its staff is expert in the field, efficiently serving the requirements of the A.P. Moller Group as well as, it is to be hoped, the requirements of other customers. We spend many millions of Kroner every year on EDP, so it is vital that we get the right product delivered in the right way, at the right price. Obviously, it is not a simple task to fulfil these requirements. There are almost no limits to what modern computer technology can deliver, and if the user is not careful, he is provided with far more than he needs or is able to exploit.

Mærsk Data has its headquarters in Denmark, but a large part of its functions is carried out on computers in the United States because it is uneconomical to spread some of the tasks. Needless to say, the appropriate "back up" is in place.

Among the major users of Mærsk Data is the Maersk Line organisation, which is responsible for the extensive container traffic. Around the clock, every single day, both in Copenhagen and in the offices abroad, detailed information on the contents and whereabouts of each individual container must be available and easy to retrieve.

Another major customer is the Shipyard, which needs round-the-clock service providing complicated calculations as well as production and process control. The majority of the Yard's calculations are carried out on the premises on special computers run by Mærsk Data.

Maersk Oil and Gas is also a major user of EDP, but has its own special computer set-up.

On the vessels, Maersk Data's Loadstar system is used to estimate stability and factors affecting the hull. And administrative systems have been introduced, by which tasks which previosly had to be done manually are now handled by computers. Mærsk Data consequently makes an important contribution to ensuring that the vessels also have the most efficient EDP equipment and systems.

Mærsk Data in its continuous move into new markets has entered into partnership with Teledanmark in the joint venture TEMANET, which will sell data communication lines and connected services between Denmark and abroad. Most recently agreement has been concluded with Datacentralen under the names Dan Computer Management, which will carry out computer operations for other companies, and Dan Software International which will be in charge of systems exports from Denmark. It is extremely encouraging to observe such initiative.

EDP facilities are indispensable for us, but the more widespread they become, the greater the risk of our losing the ability to use the human computer – the brain – and consequently the ability of the individual to do his own calculations and make his own critical assessments. So, the message to everyone is – remember to use your own computer, do not let it stagnate. Use it even though it may be tempting to abandon it in favour of a computer calculation or a pocket calculator. A pocket calculator is, after all, just another kind of computer.

MÆRSK MC-KINNEY MØLLER

The sponsor, Mrs. Carole Tudball, flanked by Mrs. Karin Salling and Mr. Herman Salling, Dansk Supermarked.

The last in a series of six vessels

On Saturday, 5th September 1992, Lindø Shipyard's newbuilding no. 140 was named CHRISTIAN MÆRSK. The sponsor was Mrs. Carole Tudball, wife of Peter Tudball, who is Chairman of the Baltic Exchange and Managing Director of Idwal Williams & Co. Ltd.

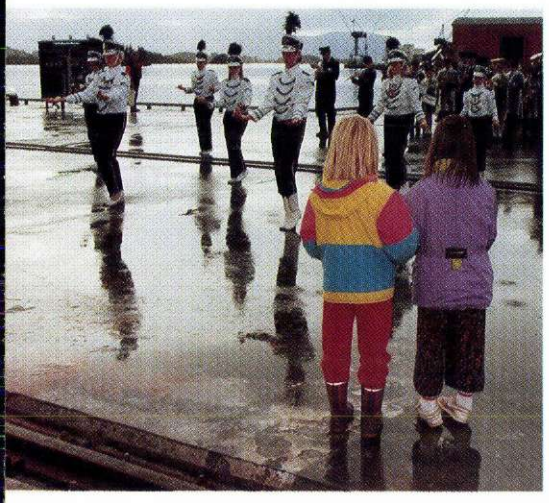
CHRISTIAN MÆRSK has been delivered to Dansk Supermarked A/S, which is jointly owned by H. Salling A/S and A.P. Møller, who will be operating the vessel.

CHRISTIAN MÆRSK is the last in the series of six advanced container feeder vessels, which has been delivered extremely quickly between December 1991 and September 1992. The vessels are the first in the world for which the design, construction and production have been exclusively based on computer models. The vessels have been designed and drawn via CAD/CAM computers and the drawings have been, via the computer network, transferred directly to welding robots and cutting machines.

The 176 metre-long and 28 metre-wide vessel is powered by an eight-cylinder Mitsui/MAN-B&W diesel engine, which generates over 14,000 BHP and provides it with a speed of over 18 knots fully loaded. The engine room is constantly monitored by a computer-controlled alarm system. More than 1,350 container units, up to 114 of which can be reefer containers, can be transported at any one time. The vessel is equipped with a 35-ton gantry crane for loading and discharging in ports without sufficient crane facilities. The official minimum manning is eight persons but at present the crew totals 13, including catering personnel, an electrician and two crane drivers.

The vessel's home port is Gråsten, and she is under the command of Captain Niels Grøntved with Ole Andersen as Chief Engineer.

CHRISTIAN MÆRSK has now gone into service on the West African line between the connecting point, Algeciras in Spain and West Africa, where four of her sister ships are already in service. ■



Double christening of two supply vessels

Two newbuildings in a series of four from the Ulstein shipyard were christened on 26th September, 1992. The sponsor of the first vessel, which was named MÆRSK FIGHTER, was Mrs. Merete Rostock-Jensen. The second, MÆRSK FORWARDER, was christened by Mrs. Sheila Alldredge, wife of Glen Alldredge, Managing Director of Conoco Norway.

The double christening took place in rainy, overcast weather; nevertheless this did not put a damper on the proceedings. On the contrary, many specially-invited guests attended the christening, and musical entertainment was arranged by the yard.

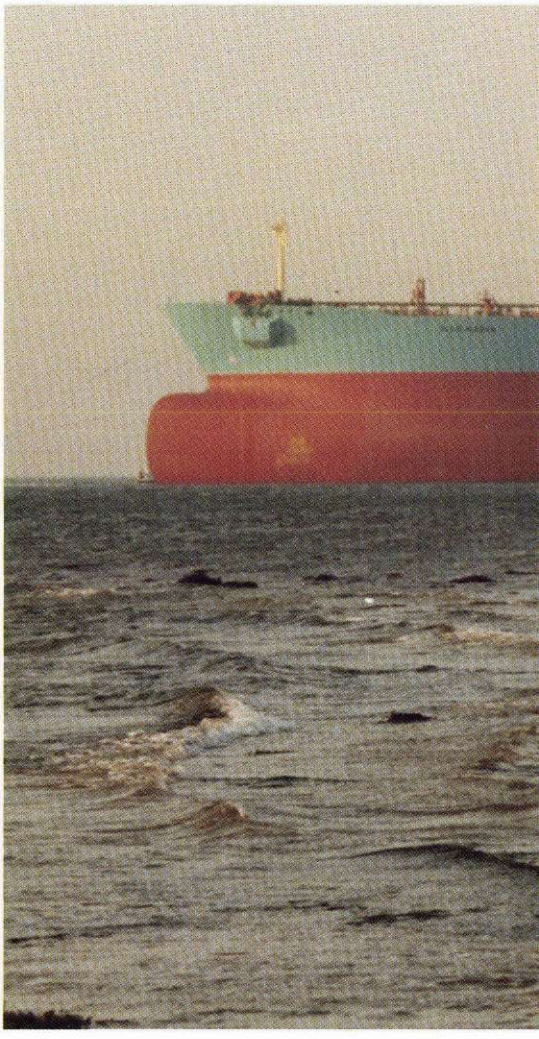
MÆRSK FIGHTER sailed on her maiden voyage immediately after the christening and trials. The voyage took her to the Polar Base in Hammerfest for Saga, and afterwards on a long term charter to Norsk Hydro. The vessel is under the command of Captain Per B. Sonnichsen with Kristian Balleby Hansen as Chief Engineer.

MÆRSK FORWARDER was delivered on 27th November and went on immediate charter to Elf, Norway. She will be carrying pipes for the huge pipelines which will connect the Norwegian fields with the Continent, via Belgium and Holland. The vessel is commanded by Captain Viggo Kristensen with Edvard S. Hansen as Chief Engineer. ■

▲▲ *Entertainment.*

▲ *MÆRSK FORWARDER's sponsor, Mrs. Sheila Alldredge with Captain Hans J. Gøddert.*

◀ *The sponsor of MÆRSK FIGHTER, Mrs. Merete Rostock-Jensen, and Captain Per B. Sonnichsen, with the sponsor's sister and brother-in-law.*



New generation of crude carriers

The world's first double-hulled supertanker was christened on 1st December, 1992 at the Lindø Shipyard. This occasion marked the fact that the Shipyard, along with A.P. Møller and Lloyd's Register of Shipping, has set new high standards within the shipping industry. The vessel, the Shipyard's newbuilding 141, was named ELEO MÆRSK by her sponsor, Lady Weatherstone, wife of Sir Dennis Weatherstone, who is Chairman of the Board of J.P. Morgan & Co., New York.

◀ *Sponsor, Lady Weatherstone, with husband and daughter, together with Captain Erling Christian and Chief Engineer Ib Pedersen Plet.*

▼ *ELEO MÆRSK on her way through Odense Fiord and out into the wide world.*

▼ *The double-hulled construction of the new supertanker is illustrated here by a cross-section of the hull.*

Double hull – double safeguard

The newbuilding, which is a VLCC (Very Large Crude Carrier), is the first of a series of six large crude carriers which A.P. Møller has ordered from the Lindø Shipyard. The series' double-hulled construction has been developed to ensure optimum protection against pollution in the event of grounding or collision. This special construction complies with the absolute latest and most demanding international regulations, some of which are not yet even in force, with regard to restrictions on the pollution of international waters by shipping.

Advanced technology ensures efficient operations

In addition to being the first VLCC with a double hull, the vessel's advanced steel construction has been manufactured to the highest degree of precision in order to achieve maximum strength. At the same time, the vessel has been fitted out with the best and most technically advanced equipment. In this way, A.P. Møller's customers are not only ensured the best possible care of their cargoes, but they can also be sure that a minimum of cargo remains on board during discharging. A 100%-computer controlled loading, discharging and ballast system minimises the vessel's loading and discharging times, and computer monitoring of the machinery ensures constant optimum operation of the vessel, both technically and economically.

Technical data

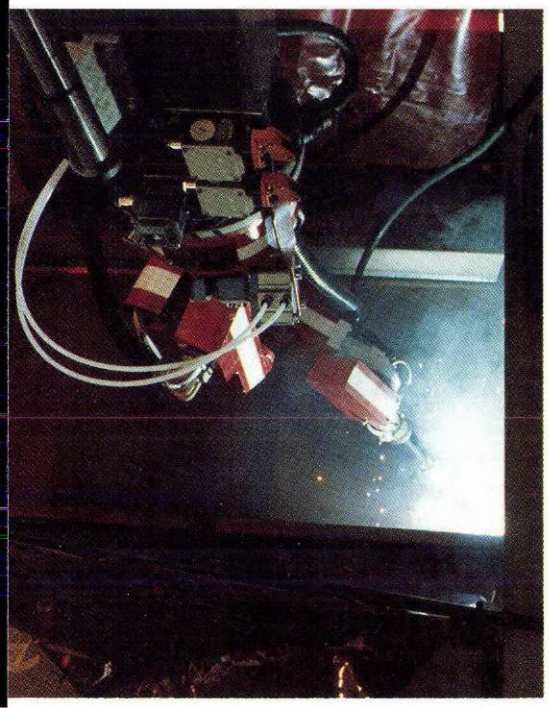
With a draught of around 22 metres, ELEO MÆRSK is able to transport more than 300,000 tons of crude oil at a time. The vessel is almost 344 metres long and more than 56 metres wide and is driven by an eight-cylinder Mitsubishi diesel engine, which generates 32,000 BHP. With 84 revolutions per minute, the main engine provides the vessel with a speed of over 15 knots fully loaded.

ELEO MÆRSK has her home port in Svendborg and will be under the command of Captain Erling Christiansen with Ib Pedersen Plet as Chief Engineer. The newbuilding performed her trials in the Skagerrak in the middle of December and was then delivered to A.P. Møller. ■

In connection with the christening, several shipbrokers were invited to a thorough briefing regarding the Lindø Shipyard and the new series of supertankers. The briefing also included a tour of the Yard and of ELEO MÆRSK. The photo illustrates the height of the vessel's double hull and you should note the light paint in the ballast tanks that considerably facilitates inspections and maintenance.

Robot technology is no longer exclusively for the automobile industry. Now it is the shipbuilding industry – least the Danish Lindø Shipyard – which helps to set the standards for the different uses of advanced technology.

Lindø Shipyard's "Ferris Wheel", which was specially designed and constructed for welding jobs inside the closed steel constructions in the new tankers' double hulls.



Lindø teaches robots to speak the same language

Part of the EC research project ESPRIT (European Strategic Programme for Research and development of Information Technology) includes research into "Computer Integrated Manufacturing" (CIM), which covers the use of EDP in industrial production processes.

The research programme has been going on for more than three years, and has led to the discovery of new and more flexible ways of utilising robots in industry. Two years ago, the Lindø Shipyard was invited to participate in the project in order to represent users and thereby combine theory and practice.

Lindø is taking part in two CIM subprojects, CADEX (CAD EXchange) and NIRO (Neutral Interfaces for exchange of RObotics data), which aim to develop an international form of communication for figures and movements – geometry and kinematics – to be used with computers and robots.

Esperanto for robots

The objective of CADEX is to create a common artificial language – a kind of Esperanto for computers – so that all types of CAD systems (Computer Aided Design) can communicate with each other, making it easy to move models from one type of computer to another.

One of the main purposes of this so-called artificial language, STEP, is to encourage all CAD producers to equip their computers with this facility in future. When a new type of vessel is developed at the Lindø Shipyard, several different CAD systems are used in the design phase. Each system has one or two specialist areas for which it is particularly suited, so that one type is used for the design of the hull, another for the piping system, a third for the steel construction, etc.

It is easy to see the advantages of being able to combine all these different design drawings into a common system in the final phase.

Retraining of robots

The NIRO project is engaged on the working out of a common programming language which can be used for all kinds of robots regardless of type or characteristics.

Lindø utilises several different types of robots for individual jobs such as welding, painting, sandblasting etc. If the programming of the robots can be carried out using one common "language" instead of a different one for each type of robot, this will naturally result in great savings of both time and resources.

In the automobile industry, which was previously more or less the only industry to use robots, the robots were specially constructed to carry out the same routine task repeatedly on an assembly line. The movement was manually coded in and stored in the robot's memory. It is time-consuming to set up a process in this way, so the great advantage of car robots is naturally in mass production.

Unlike automobile robots, the robots at Lindø must be "retrained" for each new type of vessel built, and a series rarely comprises more than six vessels. Lindø's robots are therefore extremely flexible, as they can be rapidly and individually reprogrammed for each new job. The programming is done without the actual presence of the robot, as it must not be taken away from its work unnecessarily. An industrial robot often costs over DKK one million, and must consequently be kept in use for 12-16 hours a day in order to be profitable. To carry out this special programming task, a very unusual system

In October 1992, the Odense Steel Shipyard was host to a CIM conference under the auspices of the EC research project ESPRIT. About 150 participants came from all over Europe and represented many different industries.

called "ROBIN" has been developed. "ROBIN" reads the data in the CAD data bases and recognises the welding pattern. Then, through a welding data base, the programme, which makes the robot carry out the welding operation in the desired way, is automatically created.

Robots instead of people?

When one considers the developments in the robot industry, one cannot help thinking that robots will eventually replace people as the country's labour force. This, however, is far from being the case. All things considered, robots are only pieces of equipment like any other tool; in fact they are nothing but ironmongery and are totally dependent on the people who operate them. The idea of using robots is primarily to achieve greater efficiency and uniformity in production, while improving the working environment. By making use of robots for dirty and dangerous working routines, human resources can be released for more qualified types of work.

To programme and monitor robots demands discipline and precision, combined with great experience in the relevant area of expertise, eg. welding.

Collaboration in the future

Ten European companies are taking part in the ESPRIT project, including Lindø and the Italian firm, FIAT. The cost of the entire project has been calculated at DKK 40 million to be born equally by the EC and the participating companies. Each company employs manpower on the project corresponding to two men per year, and in return has the full right to make use of the research results both during the project and after the project is completed.

Some of the goals have already been achieved and are now being incorporated into daily production at the participating companies. More widespread use is anticipated when the new standards have been formally approved. The artificial language STEP is at present awaiting official ISO endorsement.

Sharing knowledge with competitors

The Shipyard is not keeping its knowledge of robot technology to itself. It is particularly valuable to introduce new technology under different kinds of conditions, so Lindø sells robot installations to other industries – and to other shipyards. One is well aware of the fact that this can also provide new business opportunities. New developments in shipbuilding occur both rapidly and constantly, so it is common sense to know precisely where ones competitors stand and which forms of technology they have at their disposal. And progress can only be achieved when the necessary efforts to solve any initial difficulties are made.

At the same time, Lindø is continuing the research and is rationalising, restructuring and investing in order to protect its initial advantage and not least its reputation as one of the top shipyards in the world.

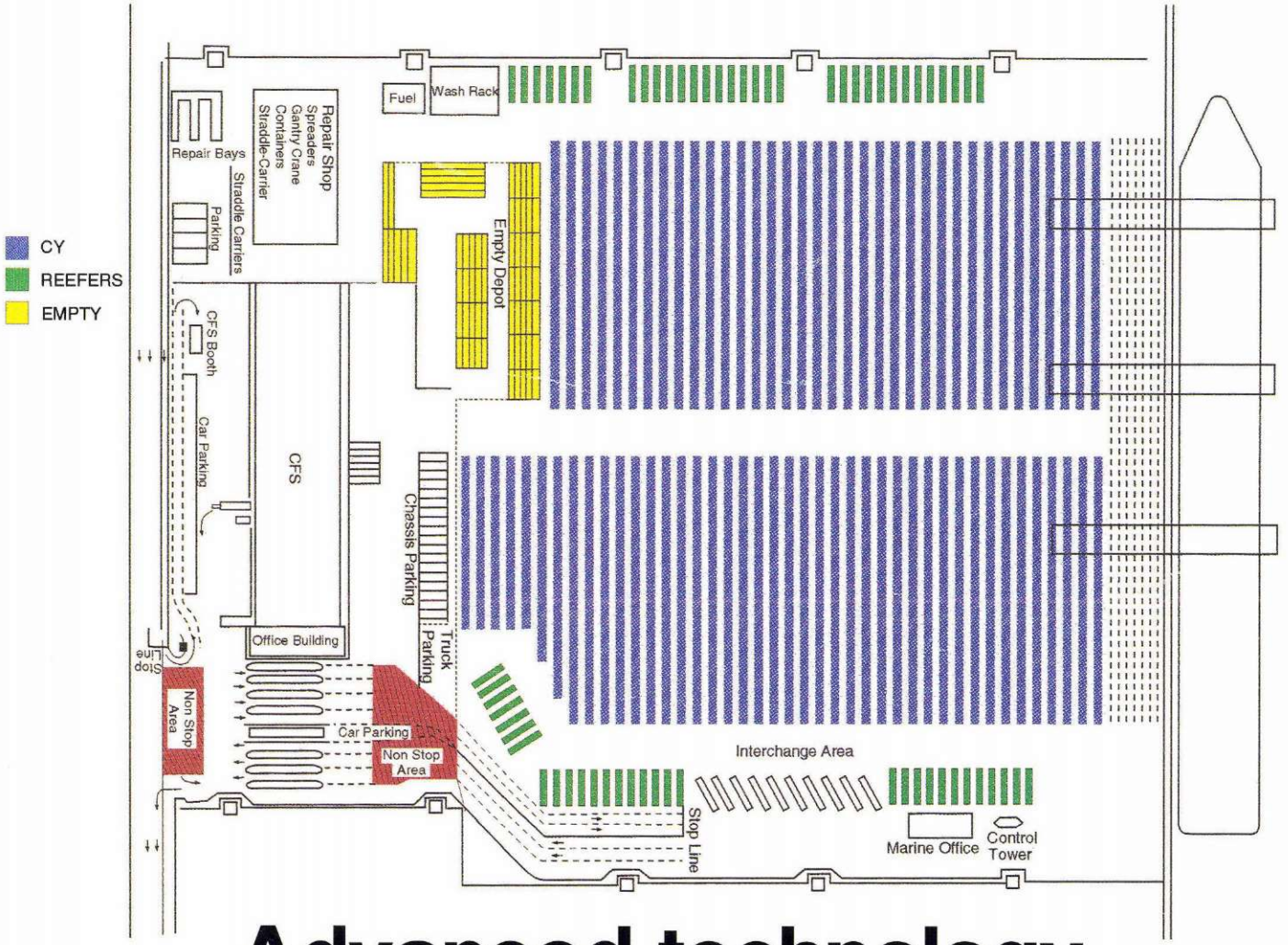
Assistance to other companies in the Group

Other companies in the A.P. Moller Group can share in Lindø's robot expertise. The most obvious example is Mærsk Container Industri, which was established in 1991 and which bases its production on the latest robot technology – thanks to experience and expertise gained at the Shipyard. By exploiting advanced technology and robots, Mærsk Container Industri, like the Odense Steel Shipyard, can compete with similar enterprises in parts of the world where manpower has always been significantly cheaper than in Denmark.

International approval

Last year, when the world-wide ABB Concern awarded its international robot prize, "Golden Robot Award" to the person who has made the most significant contribution to the development of robot technology, the choice fell upon the leader of the development of automation methods at the Odense Steel Shipyard, civil engineer, Carl Erik Skjølstrup.

The main reason for the award of this honour was the totally new and epoch-making robot welding method, which was developed at Lindø and which is already in use for welding within the closed steel constructions in the double hulls of the Shipyard's latest series of tankers. ■



Advanced technology – and tradition!

The headline may seem contraditory, but in this case it is not. "Advanced Technology" refers to the latest addition to Maersk Line's container terminals around the world – Pier 120 located at Kaohsiung in the southern part of Taiwan.

However advanced the terminal may be, the Chinese traditions were observed when choosing the opening date. According to the Chinese lunar calendar, 8th September was a good day to open the terminal, and 13th September between 2200 hrs and midnight, perfect timing for the first call of a vessel.

MC-KINNEY MÆRSK called at Kaohsiung at 2207 hrs on 13th September. After a few noisy minutes during which hundreds of fire crackers were set off, the terminal started to discharge the first container.

Pier 120 has four large post-panmax gantry cranes with a lifting capacity of up to 50 tons and the cranes are in constant operation when a vessel is in port. Once lifted onto land, the containers are moved to the storage area by the highly efficient, specialised straddle carriers.

The storage area can stack containers up to four tiers, and occupies the bulk of the terminal site's 128,000 square metres. The fleet of 12 straddle carriers will later move the containers back to the gantry cranes for reloading on another vessel, or mount the containers on a truck for distribution to inland locations in Taiwan.

The entire operation is tied together by the TAMIS (Taiwan Automated Management Information System) computer system, which not only assists the terminal activities at Kaohsiung but also controls the subsequent delivery of containers at nearly one dozen offdock locations in Taiwan. For containers loaded on the vessels, the TAMIS system interfaces the cargo details to Maersk Line's global EDP network.

A Maersk vessel calls at Kaohsiung almost every day, and the terminal is planned to become a connecting point for several countries in the Far East region. It is therefore not surprising that only a small part of the containers will go through customs clearance with Taiwanese cargo. The majority of goods at Kaohsiung is transit cargo which is reloaded on Maersk vessels for shipment to other continents, or loaded on Maersk feeder vessels to destinations such as the Philippines, Thailand and Hong Kong.

The terminal operation is performed and controlled by more than 300 people. The turnover is estimated at 250,000 container moves during the first year. ■

The four cranes work non-stop when a vessel is in port.

PEDER SØNDERGAARD

Her Majesty Queen Ingrid carried out the official inauguration. Here, she is seen with her daughter, Queen Anne-Marie and other guests.

(Photo by Allan Holck).

Møller Centre inaugurated

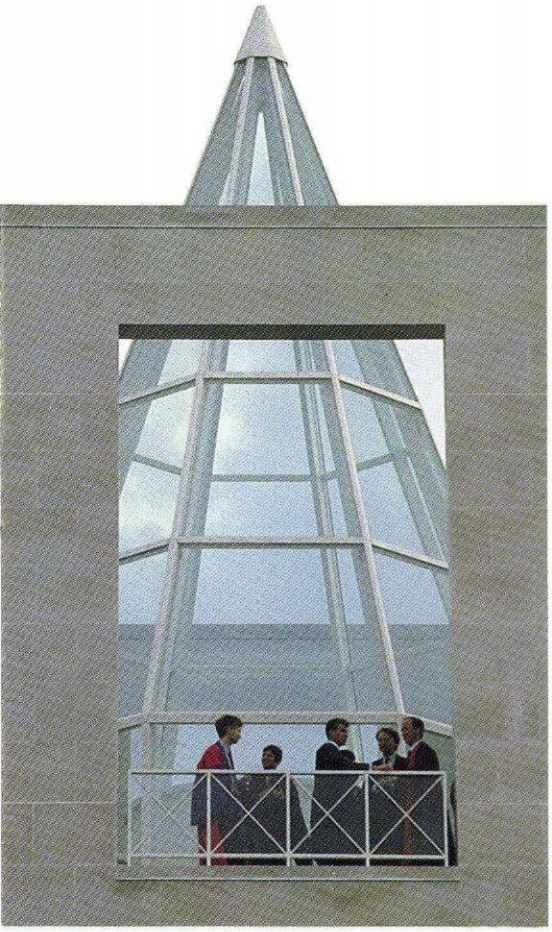
"The Maersk Mc-Kinney Møller Centre for Continuing Education" was inaugurated by Her Majesty Queen Ingrid on 2nd October, 1992 in Cambridge.

This festive event occurred three years after the A.P. Møller and Chastine Mc-Kinney Møller Foundation had decided to present Churchill College in the English university town with a conference centre.

"The Møller Chair" by Hans J. Wegner.

Danish design

The Centre has been designed by the prize-winning Danish architect, Professor Henning Larsen, and contains all possible facilities for small conferences and further education courses, as well as 25 bed-sitting rooms for the use of young undergraduates of Churchill College. The world-famous "chair maker" architect, Hans J. Wegner, has been responsible for the interior decoration and furnishing of the Centre and to mark the occasion has specially designed an entirely new chair for the common room. It is called "The Møller Chair" after the Chairman of the Foundation.



A closer view of the "glass tower" which houses dining room and the common rooms.

A worthy memorial

Now that the Centre is in daily use, it has proved to be extremely functional and the A.P. Møller Foundation has thereby created a lasting memento of Danish gratitude to Great Britain and its incomparable leader during World War II, Sir Winston Churchill. ■

Her Majesty Queen Margrethe is welcomed to Vilnius, the capital of Lithuania.

To the Baltic States with the Royal Family

His Royal Highness Crown Prince Frederik also took part in the official visit to the Baltic States.

On 27th July, 1992 in connection with the official visit of the Royal Couple, the Crown Prince and the Minister for Foreign Affairs to the three Baltic States, STAR AIR flew one of its Fokker F-27-600 aircraft from Copenhagen to Tallinn, the capital of Estonia, where the visit was to begin.

On board the aircraft were members of the official delegation from Denmark, including His Royal Highness Crown Prince Frederik, and several members of the Danish press corps.

Pilot-in-Command on STAR AIR's aircraft was Captain Wagn Langebek, who has worked for the Royal Family for many years as the Prince's adjutant.

The Danish delegation, among whose jobs was the task of advancing Danish exports to the Baltic States, included the Managing Director of the Industrialisation Fund for Developing Countries, Sven Riskær, and the Chairman of the Advisory Committee concerning funds for Eastern European countries, the Chairman of the Board of MD Foods International, Jørn B. Jensen.

After a couple of days in Tallinn, where, among other things, a new Danish brewery was inaugurated, the trip continued with STAR AIR to Riga in Latvia and Vilnius in Lithuania.

Altogether the visit lasted six days, during which STAR AIR, the aircraft and its crew were welcomed everywhere. Although facilities were not always up to scratch in all of the airports, the aircraft was always well prepared for take off and always took off on time. ■

LIS NIELSEN

The silver coins are inspected by His Royal Higness Prince Henrik.

Raising of mast on the Frigate JYLLAND

October 7th 1992 marked an important step along the road to the total restoration of the Frigate JYLLAND. With the help of two enormous cranes, the last of three lower masts – the main mast – was lifted into place in its step. The lower mast, which is 30 metres high and weighs 20 tons, is the "base" of the main mast, and when the remaining parts are in place sometime this year, the total height of the main mast will be 54 metres above sea level.

Good luck in the future

An old maritime tradition was properly observed on the occasion. Two silver coins were placed under the mast; one by His Royal Highness Prince Henrik, who is patron of the Independent Institution Fregatten Jylland, and the other by Mr. Mærsk Mc-Kinney Møller in his capacity of Chairman of the A.P. Møller and Chastine Mc-Kinney Møller Foundation, which is financing the restoration.

The Prince's coin was a silver rix-dollar from 1860 – the year the Frigate JYLLAND was built, and Mr. Møller's was one of the DKK 200 silver coins stroke to celebrate the Silver Wedding of Her Majesty Queen Margrethe and Prince Henrik. When the main mast is finally in place the two coins, which are placed there to ensure happiness and prosperity for the vessel and her crew, will be safely preserved under a weight of up to 114 tons.

The next phase

The work to finish the rigging and accommodation will continue this spring. All the work must be completed before April 1994, when the totally restored frigate will be handed over to the Independent Institution Fregatten Jylland. ■

Pensioners' reunions 1992

On Saturday, 10th October, 1992 all the retired employees from A.P. Møller living west of the Great Belt were invited to the annual get-together, which was held this year at the Lindø Shipyard.

The guests arrived at the Shipyard at 11 o'clock and after welcome speeches given by the Shipyard's Executive Vice President, Kurt Andersen and Senior Vice President, Ole Høg, APM/ Technical Organisation, the Production Manager, John Skov Hansen told them about the Shipyard's activities and about the special drive which has recently been initiated to rationalise production.

Afterwards the guests were driven to Hal Syd (the south hall), for a demonstration of the Shipyard's new robot-welding plant. On the way back, the guests had a chance to take a closer look at Lindø's newbuilding No. 141 in the dry dock – the first vessel in a series of six VLCCs for A.P. Møller.

After a delicious lunch, Vice President, Carsten Følbæk, APM/ Product Carriers, told the pensioners about the tanker market in general and the transportation of crude oil by the huge crude carriers in particular.

The day ended in one of the Shipyard's canteens with refreshments, and plenty of friendly chat and reminiscences about the good old days.

The corresponding arrangement for pensioners living east of the Great Belt took place on 23rd October at Esplanaden.

The visit started at 3 o'clock in the afternoon with a speech of welcome given by Mr. Mærsk Mc-Kinney Møller. Mr. Møller gave a broad outline of what is happening in the individual activity areas of the A.P. Moller Group, including activities in the organisations abroad and in the affiliated companies. He also placed great emphasis on the importance of the employees' contribution and loyalty, and to illustrate his point, referred to the very large number of former employees who had turned up at the reunion.

Altogether, over 150 pensioners with husbands and wives took part in the arrangement which, as well as Mr. Møller's welcome speech, included a talk on developments at the Lindø Shipyard through the years, and present social and economical factors which influence its further development. This talk was given by Executive Vice President, Kurt Andersen and at the end a video film of the Shipyard was shown. Later on in the evening, the guests were told about the role of tanker shipping in today's freight market and of future expectations for the sector, by Flemming Frost Nielsen and Søren Husher from Maersk Tankers.

The manageress of the canteen, Eva Schmidt, and her colleagues made sure, that the gastronomic input matched the rhetoric, so none of the participants could confess to being hungry when they left the get-together at the end of the evening. ■

Glimpses from two successful arrangements.

THE MÆRSK FLEET 1993

January 1st. 1993

CRUDE CARRIERS

t.t. "KARAMA MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*DWT.*
t.t. "KATE MÆRSK"	1976	339,200
t.t. "KARAMA MÆRSK"	1977	337,700
t.t. "KAREN MÆRSK"	1977	337,800

m.t. "ELEO MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*DWT.*
m.t. "ELEO MÆRSK"	1992	298,900

m.t. "MAERSK NAVIGATOR"
Built: Korea

	BUILT	*DWT.*
m.t. "MAERSK NAVARIN"	1989	276,700
m.t. "MAERSK NAUTILUS"	1989	276,700
m.t. "MAERSK NAVIGATOR"	1989	277,000

PRODUCT CARRIERS

m.t. "HERTA MÆRSK"
Built: A/S Nakskov Skibsværft

	BUILT	*DWT.*
m.t. "HERTA MÆRSK"	1982	13,845
m.t. "MAERSK HARRIER"	1982	13,845

m.t. "ROBERT MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*DWT.*
m.t. "ROBERT MÆRSK"	1986	27,350
m.t. "RAS MÆRSK"	1986	27,350
m.t. "ROMØ MÆRSK"	1986	27,350
m.t. "RITA MÆRSK"	1986	27,350
m.t. "RASMINE MÆRSK"	1986	27,350

m.t. "MAERSK GANNET"
Built: Finland

	BUILT	*DWT.*
m.t. "MAERSK GANNET"	1977	32,389

m.t. "PETER MÆRSK"
Built: Japan

	BUILT	*DWT.*
m.t. "PETER MÆRSK"	1981	47,803
m.t. "PRIMA MÆRSK"	1982	47,803

m.t. "A.P. MØLLER"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*DWT.*
m.t. "A.P. MØLLER"	1984	50,600
m.t. "ODENSE MÆRSK"	1985	50,600
m.t. "EVELYN MÆRSK"	1985	50,600
m.t. "OLUF MÆRSK"	1987	50,600
m.t. "OLGA MÆRSK"	1987	50,600

m.t. "MAERSK ASCENSION"
Built: Norway

	BUILT	*DWT.*
m.t. "MAERSK ASCENSION"	1976	59,850

m.t. "DIRCH MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*DWT.*
m.t. "DIRCH MÆRSK"	1983	99,800
m.t. "DAGMAR MÆRSK"	1984	99,800

m.t. "MAERSK VISUAL"
Built: Japan

	BUILT	*DWT.*
m.t. "MAERSK VISUAL"	1988	110,361
m.t. "MAERSK VIRTUE"	1988	110,296

GAS TANKERS (LPG/C)

LPG/C "GUDRUN MÆRSK"
Built: Germany

	BUILT	*M³*
LPG/C "GUDRUN MÆRSK"	1989	11,758
LPG/C "GJERTRUD MÆRSK"	1989	11,748

LPG/C "MAERSK CAPTAIN"
Built: Norway

	BUILT	*M³*
LPG/C "MAERSK CAPTAIN"	1977	12,060

LPG/C "SVEND MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	M³
LPG/C "MAERSK SOMERSET"	1981	15,074
LPG/C "SVENDBORG MÆRSK"	1981	15,067
LPG/C "MAERSK SUSSEX"	1981	15,072
LPG/C "SVEND MÆRSK"	1982	15,067
LPG/C "SINE MÆRSK"	1984	15,098
LPG/C "SOFIE MÆRSK"	1984	15,089

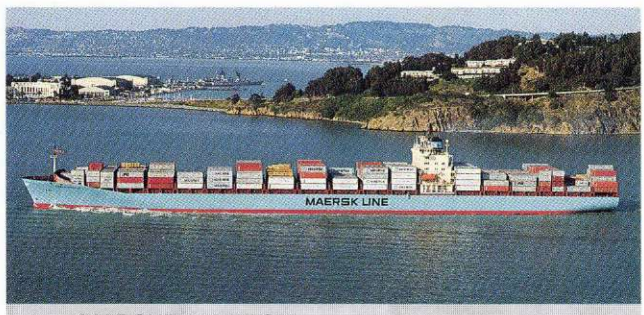
LPG/C "JANE MÆRSK"
Built: Korea

	BUILT	M³
LPG/C "JANE MÆRSK"	1990	35,640
LPG/C "JESSIE MÆRSK"	1991	35,640
LPG/C "JAKOB MÆRSK"	1991	35,640
LPG/C "JESPER MÆRSK"	1991	35,640

LPG/C "INGER MÆRSK"
Built: Japan

	BUILT	M³
LPG/C "INGER MÆRSK"	1992	78,000

CONTAINER VESSELS



m.s. "MARCHEN MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT.
m.s. "MARCHEN MÆRSK"	1988	60,640
m.s. "MARIT MÆRSK"	1988	60,640
m.s. "MARGRETHE MÆRSK"	1988	60,640
m.s. "METTE MÆRSK"	1989	60,640
m.s. "MATHILDE MÆRSK"	1989	60,640
m.s. "MAREN MÆRSK"	1989	60,640
m.s. "MAJESTIC MÆRSK"	1990	59,500
m.s. "MARIE MÆRSK"	1990	59,500
m.s. "MAGLEBY MÆRSK"	1990	59,500
m.s. "MC-KINNEY MÆRSK"	1991	59,500
m.s. "MADISON MÆRSK"	1991	59,500
m.s. "MAYVIEW MÆRSK"	1991	59,500

m.s. "REGINA MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT.
m.s. "LAURA MÆRSK"	1980	53,688
m.s. "LEISE MÆRSK"	1980	53,548
m.s. "LEXA MÆRSK"	1981	53,540
m.s. "LICA MÆRSK"	1981	53,498
m.s. "LEDA MÆRSK"	1982	53,690
m.s. "LUNA MÆRSK"	1982	44,142
m.s. "REGINA MÆRSK"	1983	53,310
m.s. "LOUIS MÆRSK"	1984	53,325
m.s. "LAUST MÆRSK"	1984	48,527
m.s. "LARS MÆRSK"	1984	53,325
m.s. "LINDØ MÆRSK"	1985	53,325

m.s. "ANDERS MÆRSK"
Built: Germany

	BUILT	DWT.
m.s. "ANNA MÆRSK"	1975	37,116
m.s. "ANDERS MÆRSK"	1976	37,129
m.s. "ARTHUR MÆRSK"	1976	37,212
m.s. "AXEL MÆRSK"	1976	37,115
m.s. "ALVA MAERSK"	1976	37,852
m.s. "ARILD MAERSK"	1976	37,872

m.s. "ADRIAN MÆRSK"
Built: Germany

	BUILT	DWT.
m.s. "ADRIAN MÆRSK"	1975	32,178
m.s. "ALBERT MÆRSK"	1975	32,103
m.s. "ARNOLD MÆRSK"	1975	32,197

m.s. "BRIGIT MAERSK"
Built: Japan

	BUILT	DWT.
m.s. "BRIGIT MAERSK"	1974	32,821

m.s. "TREIN MAERSK"
Built: Japan

	BUILT	DWT.
m.s. "TREIN MAERSK"	1990	21,229
m.s. "TOBIAS MAERSK"	1990	21,207
m.s. "THORKIL MAERSK"	1990	21,229
m.s. "TORBEN MAERSK"	1990	21,229

m.s. "CHARLOTTE MÆRSK"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	DWT.
m.s. "CHASTINE MÆRSK"	1991	20,350
m.s. "CHARLOTTE MÆRSK"	1992	21,825
m.s. "CORNELIA MÆRSK"	1992	21,825
m.s. "CLIFFORD MÆRSK"	1992	21,825
m.s. "CLARA MÆRSK"	1992	25,275
m.s. "CHRISTIAN MÆRSK"	1992	25,275

RO/RO VESSELS

m.s. "MAERSK FLANDERS"
Built: Japan

	BUILT	DWT.
m.s. "MAERSK ANGLIA"	1977	3,522
m.s. "MAERSK FLANDERS"	1978	3,573

m.s. "MAERSK FRIESLAND"
Built: Holland

	BUILT	DWT.
m.s. "MAERSK FRIESLAND"	1981	1,600

BULK CARRIERS

m.s. "MAERSK TASIK"
Built: Korea

	BUILT	DWT.
m.s. "MAERSK TAPAH"	1989	68,116
m.s. "MAERSK TELUK"	1989	68,365
m.s. "MAERSK TASIK"	1990	70,424
m.s. "MAERSK TANJONG"	1990	70,424
m.s. "MAERSK TAIKUNG"	1990	70,424
m.s. "MAERSK TUKANG"	1990	70,424

m.s. "MAERSK SELETAR"
Built: Japan

	BUILT	DWT.
m.s. "MAERSK SENTOSA"	1981	64,285
m.s. "MAERSK SELETAR"	1981	64,236
m.s. "MAERSK SEBAROK"	1981	64,310
m.s. "MAERSK SEMAKAU"	1983	63,800
m.s. "MAERSK SERANGOON"	1983	63,700
m.s. "MAERSK SEMBAWANG"	1984	63,700

m.s. "MAERSK POPLAR"
Built: Japan

	BUILT	DWT.
m.s. "MAERSK CYPRESS"	1985	26,591
m.s. "MAERSK POPLAR"	1987	26,583

PURE CAR CARRIERS

m.s. "MAERSK CREST"
Built: Japan

	BUILT	CARS
m.s. "MAERSK WAVE"	1980	2,027
m.s. "MAERSK WIND"	1981	2,027
m.s. "MAERSK SKY"	1982	2,411
m.s. "MAERSK SEA"	1987	2,505
m.s. "MAERSK SUN"	1987	2,505
m.s. "MAERSK CREST"	1983	3,150
m.s. "MAERSK CLOUD"	1983	3,150

TOTAL SUPPORT VESSELS

m.s. "MÆRSK MASTER"
with fire-fighting equipment
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	BHK/DWT.
m.s. "MÆRSK MASTER"	1986	16,200/2,395
m.s. "MAERSK MARINER"	1986	16,200/2,395

MULTIPURPOSE SUPPORT VESSELS

m.s. "MÆRSK PUNCHER"
Built: Norway

	BUILT	BHK/DWT.
m.s. "MÆRSK PROVIDER"	1991	15,600/2,780
m.s. "MÆRSK PACER"	1991	15,600/2,643
m.s. "MÆRSK PUNCHER"	1992	15,600/3,393
m.s. "MÆRSK PROMOTER"	1992	15,600/3,470

m.s. "MÆRSK CLIPPER"
with fire-fighting equipment
Built: Dannebrog Værft A/S

	BUILT	BHK/DWT.
m.s. "MÆRSK CLIPPER"	1983	14,400/2,076
m.s. "MAERSK CUTTER"	1983	14,400/2,076

m.s. "MAERSK RETRIEVER"
with fire-fighting equipment
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	BHK/DWT.
m.s. "MAERSK RETRIEVER"	1979	13,000/1,965
m.s. "MAERSK RUNNER"	1980	13,000/1,965
m.s. "MAERSK RULER"	1980	13,000/1,965
m.s. "MAERSK RANGER"	1980	13,000/1,965
m.s. "MAERSK RIDER"	1982	14,400/1,930
m.s. "MAERSK ROVER"	1982	14,400/1,930

m.s. "MÆRSK DISPATCHER"
with fire-fighting equipment
Built: Frederikshavn Værft A/S

	BUILT	BHK/DWT.
m.s. "MÆRSK DISPATCHER"	1981	9,000/2,136

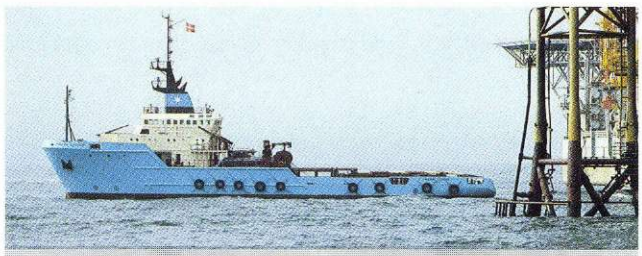
ANCHOR-HANDLING TUG/SUPPLY VESSELS

m.s. "MAERSK CHALLENGER"
Built: Ørskov Christensen Staalskibsværft A/S

	BUILT	*BHK/DWT.*
m.s. "MÆRSK CHIEFTAIN"	1985	14,400/2,903
m.s. "MAERSK CHALLENGER"	1986	14,400/2,903
m.s. "MAERSK CHANCELLOR"	1986	14,400/2,903
m.s. "MAERSK CHAMPION"	1986	14,400/2,903

m.s. "MÆRSK TRADER"
Built: Korea

	BUILT	*BHK/DWT.*
m.s. "MÆRSK TRADER"	1983	12,240/1,477
m.s. "MÆRSK TERRIER"	1983	12,240/1,710
m.s. "MÆRSK TOPPER"	1983	12,240/1,710
m.s. "MÆRSK TACKLER"	1983	12,240/1,477



m.s. "MÆRSK LEADER"
Built: Holland

	BUILT	*BHK/DWT.*
m.s. "MÆRSK LEADER"	1987	12,000/2,500
m.s. "MÆRSK LOGGER"	1987	12,000/2,500
m.s. "MÆRSK LAUNCHER"	1988	12,000/2,500
m.s. "MÆRSK LIFTER"	1988	12,000/2,500

m.s. "MAERSK SUPPORTER"
Built: Korea

	BUILT	*BHK/DWT.*
m.s. "MAERSK SUPPORTER"	1983	10,880/2,150
m.s. "MAERSK SERVER"	1983	10,880/2,150
m.s. "MAERSK CHIGNECTO"	1983	10,880/2,150
m.s. "MAERSK GABARUS"	1983	10,880/2,150
m.s. "MAERSK BONAVISTA"	1983	10,880/2,500
m.s. "MAERSK SHIPPER"	1983	10,880/2,500

ANCHOR-HANDLING TUGS

m.s. "MÆRSK BATTLER"
Built: Odense Staalskibsværft A/S, Lindø

	BUILT	*BHK/DWT.*
m.s. "MÆRSK BATTLER"	1976	8,400/560
m.s. "MAERSK BEATER"	1976	8,400/560
m.s. "MÆRSK BLAZER"	1977	8,400/560
m.s. "MÆRSK BREAKER"	1977	8,400/560

PLATFORM/SUPPLY VESSELS

m.s. "MÆRSK FRONTIER"
Built: Norway

	BUILT	*BHK/DWT.*
m.s. "MÆRSK FRONTIER"	1992	7,200/4,650
m.s. "MÆRSK FIGHTER"	1992	7,200/4,650
m.s. "MÆRSK FORWARDER"	1992	7,200/4,650

m.s. "MÆRSK ASSISTER"
Built: Norway

	BUILT	*BHK/DWT.*
m.s. "MÆRSK ATTENDER"	1982	6,960/2,972
m.s. "MÆRSK ASSISTER"	1983	5,200/3,003

m.s. "MAERSK WORKER"
Built: Holland

	BUILT	*BHK/DWT.*
m.s. "MAERSK WORKER"	1976	3,200/1,936

The list comprises vessels which are owned and/or managed by companies in the A.P. Moller Group


MÆRSK

Gold medal for Mr. Møller

On 24th September, 1992, the Chairman of the American-Scandinavian Foundation, Mr. Jim Howard presented the Foundation's Gold Medal to Mr. Mærsk Mc-Kinney Møller for his exceptional contribution to the furthering of friendly relations between the United States and Denmark.

Distinguished medal

In his speech, the Chairman gave the following reasons for awarding this distinction to Mr. Møller:

"The American-Scandinavian Foundation strives to recognise outstanding achievement by Americans and Scandinavians alike, and it is for this reason I have the honour of presenting a special award today.

The Foundation's Gold Medal is our highest award and is conveyed in recognition of extraordinary service in promoting ASF's objectives. It was first awarded nearly fifty years ago to H.R.H. Crown Princess Märtha of Norway. Since then, the Gold Medal has been given to fifteen individuals, including educators, statesmen, and heads of industry.

Today, we are honoring a man whose life has had links between Denmark and the United States from the very beginning. Mærsk Mc-Kinney Møller was born to an American mother, Chastine Mc-Kinney, and a Danish father, A.P. Møller.

...there have been two very significant ways that Mærsk Mc-Kinney Møller has worked to further understanding between the United States and Denmark. First, he has made it possible for hundreds of young Danes working for his firm to receive practical training in the United States. Second, through the A.P. Møller and Chastine Mc-Kinney Møller Foundation, he has directly supported educational exchange programs and organisations."

Thanks to the American-Scandinavian Foundation

Mr. Møller's speech of thanks included the following remarks:

"It was my wife's and my privilege to live in the United States for almost eight years. We often reflect on those years and on the fact that had it not been for Britain's perseverance in the Battle of Britain and the subsequent massive and decisive intervention of the United States there would have been no way of relieving Europe of the Nazi yoke. Also Denmark owes it freedom to the two great English-speaking nations, and I, for one, remain forever thankful.

Nor do I forget your country's many other sacrifices for freedom, such as the Berlin Airlift, the Korean War, the much discussed Vietnam effort, the Gulf War, and your success in relieving the World of the communist threat. And there is a need also in the years to come for a strong and powerful United States with its long tradition for democracy and human rights. We will all benefit from a continued American commitment to Europe and to the Scandinavian countries.

So if in life I have contributed in small ways to the causes of the United States and to the objectives of the American-Scandinavian Foundation, let that be credited to gratitude and to a firm belief that the furtherance of the historic friendly relations between the United States and Scandinavia has been and should remain of high priority."

The Chairman of the American-Scandinavian Foundation, Mr. Jim Howard, presenting the Gold Medal to Mr. Mc-Kinney Møller.

Speech on video

The medal was presented at Esplanaden, and the event was video-taped, so that it could later be shown to all the festive guests at the American-Scandinavian Foundation's Gala Evening at the Plaza Hotel in New York. Mr. and Mrs. Møller were to be guests of honour on this occasion, but due to a previous engagement, were unable to attend. ■

Maersk Air aircraft in new livery

Maersk Air has expanded its activities during 1992 and has also been involved with other airline companies. Two of Maersk Air's new activities are described in more detail in the following.

Helping Deutsche BA on its way

Maersk Air has just signed a major long-term collaboration agreement with the German airline company, Deutsche BA. Seven of Maersk Air's new Boeing 737-300s are now operating for the German company, which is jointly owned by German banks and British Airways. The company operates both domestic and foreign routes.

The collaboration on the new contract began last summer, when the first three aircraft were delivered to Deutsche BA's base in Berlin. Until the end of 1992, the aircraft were commanded by Maersk Air pilots and maintained by Maersk Air technical staff. Maersk Air has also given assistance with the building up of Deutsche BA's staff of cabin crew, and at the start of the collaboration had a number of cabin staff stationed in Berlin.

Maersk Air has also been helpful in other areas with regard to the establishing of the German airline, including traffic planning and co-ordination. As from January, Deutsche BA was established to such a degree that Maersk Air staff could finish their part of the job in Germany and go home. Deutsche BA's own personnel then took over the operation of the seven aircraft, all of which are now painted in Deutsche BA's Livery.

At a time when there is so much extra flying capacity available all over the world, Maersk Air is proud of being entrusted with this exciting job. Maersk Air was awarded the job because the company was able to deliver brand new aircraft as well as crews with international flying experience. Maersk Air has been collaborating with British Airways for several years in other areas.

MARITA PETERSEN

▼*One of the new Maersk Air aircraft in Deutsche BA's livery during the delivery flight in Seattle in September. As the photo shows, at that time the aircraft was still on the Danish aircraft register as OY-MAN.*

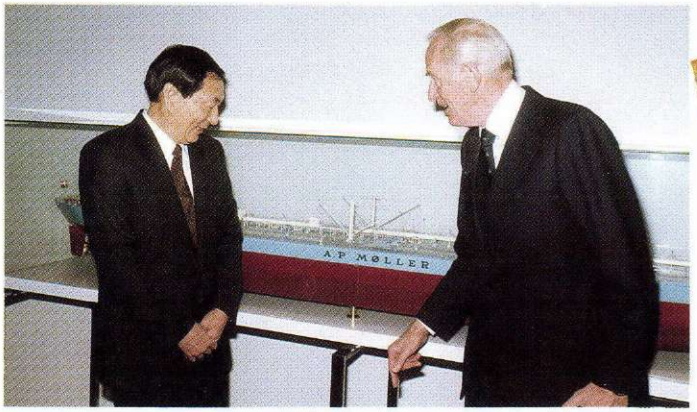
▼*Maersk Air's Boeing 737-500 in Asiana Airlines' livery in front of Maersk Air's hangar at Kastrup. To mark the occasion, the Korean flag was flown alongside Dannebrog.*

Maersk Air in Korea

In the beginning of November 1992, Maersk Air entered into a contract with the major Korean airline, Asiana Airlines, whereby the latter will be leasing one of Maersk Air's aircraft for a period of five years. The aircraft was immediately taken out of service, converted according to the wishes of the customer and painted in the new company livery. It was then taken over by Asiana Airlines on 26th November, 1992.

Just a month later, Maersk Air and Asiana Airlines agreed on a new 5-year leasing contract for another aircraft to be delivered in January 1993.

The two aircraft are Boeing 737-500s, of which Maersk Air owns a total of five units. The other three aircraft are operated by Maersk Air itself on scheduled traffic to London, the Faroe Islands and Stockholm, as well as on domestic routes and charter flights. ■

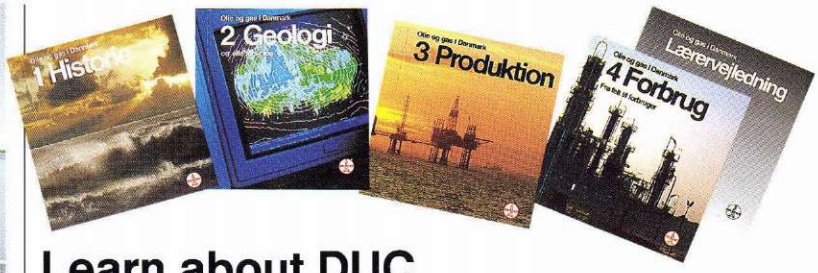


Deputy Prime Minister Zhu Rongji with Mr. Mærsk Mc-Kinney Møller.

Chinese visits

During an official visit to Copenhagen, His Excellency the Deputy Prime Minister of China, Zhu Rongji with a delegation of members of the government and ministerial officials, visited A.P. Møller. Shipowner Mærsk Mc-Kinney Møller welcomed the delegation and was host at a dinner in their honour in which Directors of the Shipping Companies also took part.
A few months prior to this visit, Deputy Prime Minister Zhu Rongji had done us the honour of receiving Mr. Jess Søderberg in "The Great Hall of the People" in Beijing. ■

The visit to "The Great Hall of the People" in Beijing. Deputy Prime Minister Zhu Rongji flanked by Denmark's Ambassador to China, William Friis-Møller and Shipowner Jess Søderberg.



Learn about DUC

Dansk Undergrunds Consortium (DUC), which is a partnership between A.P. Møller, Shell and Texaco, has recently published a complete set of teaching material with the title "Oil and Gas in Denmark". The set consists of four student's folders, each on a separate topic – History, Geology, Production and Consumption – as well as a teacher's book with background information and tasks for the students. The material, which is only in Danish, is suitable for pupils in the 9th grade and upwards. The teaching material has been sent out to all Danish schools with classes of school-leavers, as well as to high schools.
Further information on the teaching material can be requested from A.P. Møller's Public Relations Department – telephone no. +45 33 14 15 14. ■

The lucky passenger was Mr. Christian Planck, seen here with his wife and daughter. On the far right is Bjarne Hansen, President of Maersk Air.

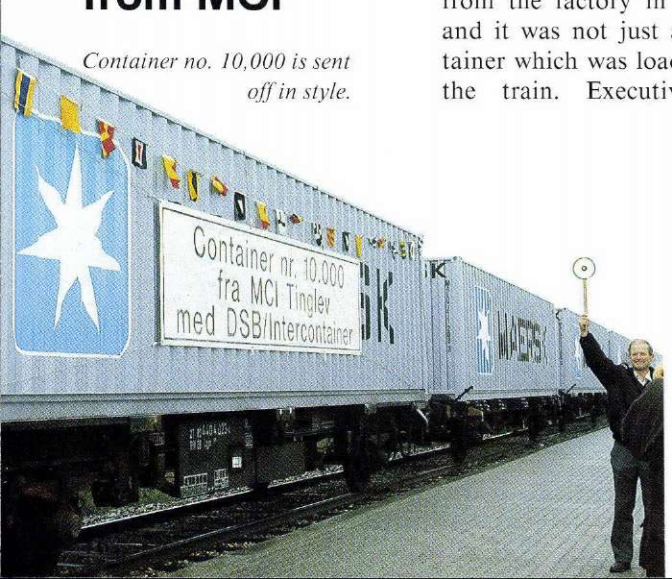
100,000 passengers to Gatwick

At the beginning of December, Maersk Air was able to welcome its 100,000th passenger on board the aircraft on the route between Copenhagen and Gatwick Airport, London. It was only 24 months since the route had been established. The passenger was pleasantly surprised to receive flowers and champagne as he went on board at Kastrup Airport. ■

MARITA PETERSEN

Container no. 10,000 from MCI

Container no. 10,000 is sent off in style.



On Monday, 7th September 1992 Mærsk Container Industry and DSB sent container number 10,000 on its way from the factory in Tinglev, and it was not just any container which was loaded onto the train. Executive Vice President, Vagn Rosenkilde, revealed in his speech on the occasion that the factory had actually produced the 10,000th container the previous week. It had been stowed in a safe place in the storage area where, after a week's wait, it was decorated with signal flags and given the honour of being the container which, as number 10,000, was put on the train to Hamburg-Walthershoff Burchardkai.
Such an event, which could only take place due to the combined efforts of the entire MCI staff, was not allowed to pass unnoticed. A special Number 10,000 birthday cake was made for the occasion, and this was served in MCI's canteen at lunch on the day. Every week Mærsk Container Industri sends 200 containers off by train from Tinglev. At the moment there are three departures a week to Hamburg and two to Århus. As well as those transported by train from Mærsk Container Industri, some containers are also fetched by lorry. The containers are either driven direct to the customer, or else they are taken there on the return journey after sheets of timber for the base of the containers have been delivered to MCI. ■

LARS PINHOLT

The Beaujolais Nouveau is on its way with Maersk Line.

Right on time

There is a special event that leads every skilled oenologist as well as simple amateurs to look forward to a small sunbeam in the middle of November – the releasing of the year's vintage of French Beaujolais Nouveau.
True to tradition, Maersk France participated in the event by positioning eight trucks at 2200 hrs on 13th November, 1992 at the place of departure at Beaune in the south of France, where twelve containers were stuffed with the 1992 vintage bound for Yokohama, Kobe and Tokyo. ■

LAURENCE CHOLLET

The blue guest

On 20th November, 1992 MÆRSK PROMOTER was on a lightning visit to Copenhagen. The vessel moored at Esplanaden under close scrutiny from a crowd of watchful experts. With her 15,600 BHP and her world record of 204 tons bollard pull which her crew, throwing modesty to the winds, advertises with a sign on the afterside of the winch, MÆRSK PROMOTER comes at the very top of the class among heavyweight vessels. While under charter to Elf Enterprises, Caledonia, the vessel had been up to the North of Sweden to collect a new set of chains for the MSV THAROS, which is an auxiliary craft in the company's operations in the North Sea. It was a condition that the chains had to be stowed in a chain locker and paid out directly from there, and MÆRSK PROMOTER is one of the very few vessels in the world which can manage this. Mærsk Supply took advantage of the fact that the vessel was in the vicinity to change crews in Copenhagen and thereby save the air tickets. ■

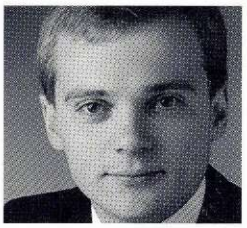
New correspondents

Mærsk Post welcomes the following new local correspondents:

Ms. Laurence Chollet (FRANCE)

Mr. Tan Hee Khoon (SINGAPORE/MALAYSIA)

Mr. Anis Ahmed (BANGLADESH)



Mr. Axel O. Knudsen (INDONESIA)

Mr. John T. C. Jeng (TAIWAN)

Mr. Sven Soltauw Pedersen (PAPYRO-TEX)

Norfolk Line has two daily departures from respectively England and Holland.

RoRo Services

The Norfolk Line ferry service between Scheveningen in Holland and Felixstowe in the United Kingdom has just celebrated its first anniversary. After operating for more than 30 years from the UK port of Great Yarmouth, Norfolk Line switched ports in January 1992. The move has proved a success.

Norfolk Line's customers have seen the benefits of an improved sailing schedule and better port facilities. Unlike Great Yarmouth, Felixstowe does not have tidal restrictions on entering and leaving. One of the consequences is that the schedule now employs two large vessels instead of the previous three, offering regular twice daily departures in each direction, with an annual capacity of 95,000 12 metre trailers – an increase of almost 50% over the previous three vessels. Additionally, the port of Felixstowe offers direct connections to the UK trunk road network making faster delivery of urgent cargo possible. For future development the port has its own rail terminal.

Norfolk Line offers its customers a total transportation concept for both dry and refrigerated cargoes.

As well as operating a RoRo ferry service, Norfolk Line also operates a fleet of over 1,500 trailers of all types trading between the UK and mainland Europe. The Reefer Division, consisting of Laros Shipping & Forwarding, Interland Transport and Continental Freeze, operates a further 250 trailers.

Norfolk Line offers a complete door-to-door service for ambient, chilled and frozen full and part loads, including road and sea transportation, customs clearance and insurance, with over 3,000 customers in a wide range of industries across Europe.

With its head office in Scheveningen, Norfolk Line employs over 400 people and has been part of the A.P. Moller Group since 1985. ■

R.A. MEIJER

New Terminal: Daikoku

At the end of October, 1992, Maersk Line in Japan changed terminal from Ohi, Tokyo, to Daikoku C-3, Yokohama, where all our container services now call.

We actually started our liner service to Japan in 1928 with LEISE MÆRSK calling at Yokohama. The rapid containerisation of the shipping industry later led Maersk Line to change to Tokyo.

Daikoku C-3, however, is now the biggest single berth container terminal in Japan. The terminal is 350 x 500 m (175,000 m^2) with a CY capacity of 6,540 TEU and power plugs for 550 reefer units. It is fully equipped with highly sophisticated techology and is operated by experienced staff utilising advanced computer systems. All these advantages of the new terminal ensure the optimum quality in cargo acceptance, handling and delivery in order to satisfy our customers and assist them to enhance their distribution and logistics planning in a more economical manner.

Looking towards the 21st century, the Daikoku area has huge potential. It has a large complex of dry and reefer warehouses which are still expanding and the forthcoming completion of Tokyo Bay Shore Expressway will dramatically improve access to and from the area. ■

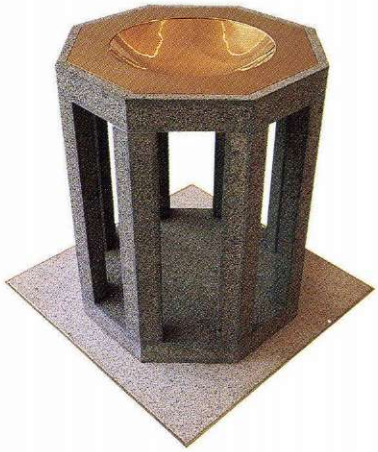
JAKOB FRIIS SØRENSEN

A look at the entrance to the fish fair in Bremen.

A gigantic refrigerator

Once again Maersk has proved to be a reliable partner and not only when it comes to shipping and transportation. During the recent "Fish '92" fair in Bremen, we had the chance to be of assistance to the management of the fair. Four 45 reefer containers were made available for the duration of the exhibition and were placed at the entrance. In this way all the perishable exhibits, including a five-meter (!) long sturgeon could "keep cool" over the night.
More than 300 exhibitors from all over the world showed the numerous interested visitors a wide range of products from the fishing industry, with many exotic fish and crustaceans. ■

KARIN STURM



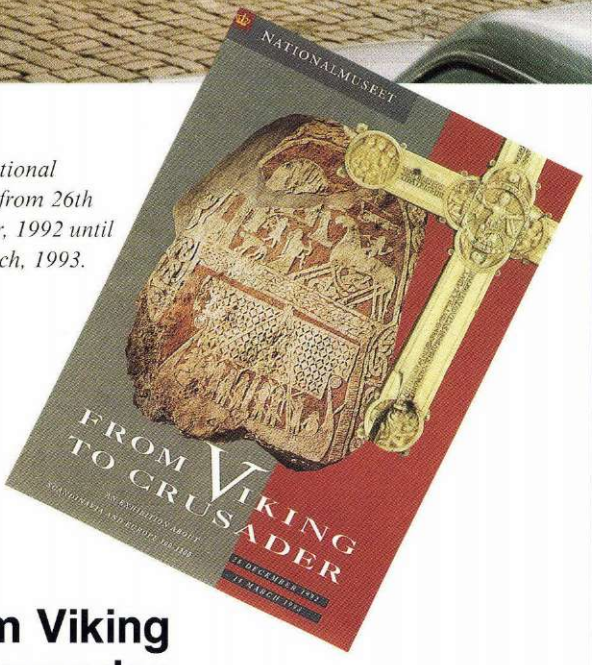
New font for Hjerting Church

The new baptismal font, donated by the A.P. Møller and Chastine Mc-Kinney Møller Foundation to Hjerting Church near Esbjerg in Denmark, is the work of the famous Danish artist and sculptor, Robert Jacobsen, popularly known as "Great Robert". ■

Trainee of the Year

Mr Jacob Balslev Meldgaard was selected as "Trainee of the Year" at Esplanaden and was presented with a wristwatch by Mr Mærsk Mc-Kinney Møller as a commemorative gift.
During his trainee period, Jacob Balslev Meldgaard has been employed in Global Information Systems and Europe Services in the Line Department and in Maersk Broker. ■

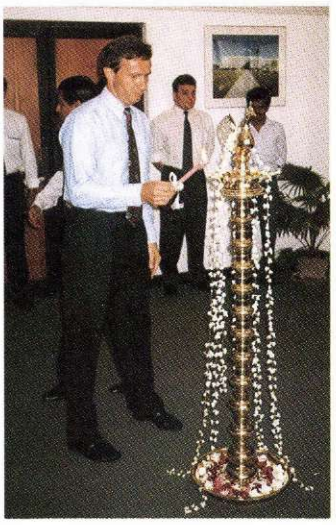
At the National Museum from 26th December, 1992 until 14th March, 1993.



From Viking to Crusader

A major exhibition opened on Boxing Day at the National Museum in Copenhagen. The exhibition illustrates the Nordic influence on the rest of Europe through the Viking Age and the early Middle Ages, a period covering from around 800 – 1200 AD.
It has been shown in Paris and Berlin, and includes over 600 exhibits on loan from 85 private collections and museums in 15 different countries. The exhibition will remain in Copenhagen until 14th March 1993, and financial backing has been ensured by a very generous donation from the A.P. Møller and Chastine Mc-Kinney Møller Foundation. ■

New Maersk Line office in Colombo



A new office was added to the global organisation network when, on 3rd August 1992, Maersk Lanka (Pvt) Limited was inaugurated.
Shown in the photo is Agency General Manager, Mr. Henrik Nyby Pedersen commemorating this auspicious occasion by lighting the traditional oil lamp to bring prosperity and good fortune to the new company and its employees.
Maersk Line has already been active in Sri Lanka for many years and the establishment of our own organisation will further strengthen Maersk Line's position as a leading carrier of Sri Lankan export commodities, of which garments and tea in particular are well known all over the world. Furthermore, Sri Lanka's ideal geographical location has placed the Port of Colombo on the world map as an important regional transshipment port with a record throughput of 654,000 TEUs in 1991. Maersk Line calls at Colombo on a regular weekly basis in both eastbound and westbound directions. ■

CARL EJLER JENSEN

1 million moves in Algeciras

On 29th July, Maersk Espana celebrated the handling of the one millionth move in the Algeciras terminal since its inauguration on March 1st, 1986. This particular container was loaded with olives for the United States from Cia. Envasadora Loreto, S.A. in Sevilla.
To mark this special occasion, the management of CEL was invited to see the container move on to the ship. The photo shows from the left Mr. Antonio Hidalgo of Cia. Envasadora Loreto, Mr. Jorg M. Schuster, General Manager of Maersk Espana's Terminal Division, Mr. Esteban Pozo Bravo (CEL), Mr. Gustavo Marti Garcia, Manager of Maersk Espana's Sevilla branch office and Mr. Luis Paez (CEL). ■

Visit to Felixstowe by Minister of State

On 27th July, the Maersk Company had the honour of a visit to Felixstowe from the Earl of Caithness, Minister of State for Aviation and Shipping. The visit started at the Maersk Line office followed by and continued with a tour of the port facilities and MC-KINNEY MÆRSK.

The Maersk Company Limited is a large British shipping company which owns and operates 25 vessels. The picture from the bridge of the MC-KINNEY MÆRSK shows Lord Caithness and Mr. Flemming Jacobs, Managing Director of the Maersk Company. ■

MIKE JACKSON

Inauguration party in Bangladesh

From left to right are seen Clark Brown, Martin Skaanild, Flemming Ipsen, S. Kayser Ally, Managing Director, Chittagong, Henrik Sort, Zahiruddin Khan, Minister of Planning, Per Jørgensen, Søren Steen Hansen, Maersk Tokyo, and Ghaziul Haque.

On 1st June 1992, Maersk Bangladesh Ltd. was launched as a joint venture between Maersk Line and its agent, Seagull Associates Ltd marking the establishment of Maersk's own organisation in Bangladesh.
The inauguration of the new company was celebrated at Dhaka Sheraton Hotel, where the guest of honour was the Honourable Mr. Zahiruddin Khan, Minister for Planning, Government of Bangladesh. Among the many other prominent guests were Shipowner Mr. Per Jørgensen, A.P. Møller Denmark; Mr. Clark Brown, Maersk Inc. USA, Mr. Martin Skaanild, Maersk K.K. Japan, Mr. Henrik Sort, Maersk Singapore, Mr. Flemming Ipsen, A.P. Møller and 250 customers.
Maersk Bangladesh has its head office in Dhaka, with offices also in Chittagong and Khulna and employs a total of 99 persons. ■

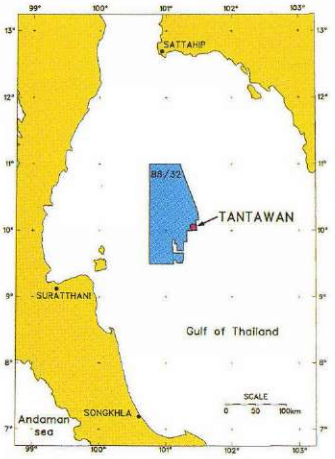
ANIS AHMED

Bridge module installed in the Dan Field

Although it is twenty years since it was put into production, there is still plenty of life left in the Dan Field. With Maersk Oil and Gas as operator, DUC (A.P. Møller, Shell and Texaco) are investing approximately DKK 4 billion to increase oil production from the field. In October 1992 a huge new bridge module was set up. Apart from carrying equipment for the drilling of seven production wells, the bridge module houses a water injection plant with a capacity of 14,000 cubic metres per day, as well as new water pumps to combat fire.

The photo shows a floating crane, "DB 102", about to install the bridge module, which weighs 900 tons and measures 80x7x8 metres. ■

The little map of the Dan Field shows the projected location of the bridge module which is now duly installed.



Tantawan means "sunflower" in thai.

Maersk Oil in Thailand

Maersk Oil and Gas' subsidiary in Thailand, Maersk Oil (Thailand) Ltd., as operator for a group consisting of Maersk Oil (Thailand) Ltd., Thaipo Limited, Thai Romo Limited and The Sophonapanich Co. Ltd. has recently drilled an exploration well, "Tantawan-1", in the Gulf of Thailand with the drilling rig "Sedco 601".

The drilling of the well resulted in the discovery of both oil and gas. The finds are now being more closely examined in order to evaluate if there is a basis for actual production. ■

The guests during their visit to Esplanaden.

Visit from Nigeria

The Board of Directors of Maersk Nigeria Ltd. was in Denmark from 18th to 20th November, 1992. The visit included trips to Odense Steel Shipyard A/S and Mærsk Container Industri A/S, and the last stop on the visit was Esplanaden.

The photo shows from the left, Chief Ernest A.O. Shonekan, Mr. Mærsk Mc-Kinney Møller, Chief C. Asiodu, Mr. Henrik T. Andersen, Managing Director of Maersk Nigeria Ltd., and the Chairman of the Board, Mr. Poul Rasmussen. ■

Personalia

ESPLANADEN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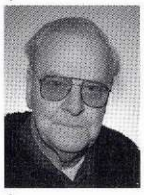
6

40 Years Anniversary

1. Carl Johan Kroman Petersen
   15 April 1993

2. Hans Hermann Clasen
   3 May 1993

25 Years Anniversary

3. Ebbe Larsen
   28 February 1993

Retiring

4. Erik Sjøstrand
   1 March 1993

5. Palle Genckel
   1 May 1993

6. Hans Ole Hansen
   (A.P. Møller's Workshop School)
   1 June 1993

THE FLEET


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40 Years Anniversary

1. Captain Birger Bæk Kristensen
   16 March 1993

25 Years Anniversary

2. Chief Engineer Jan H. Sørensen
   7 January 1993

3. Captain Ole Nygaard Sørensen
   1 February 1993

4. Captain Henrik L. Solmer
   1 February 1993

5. Captain Johan Elias Egholm
   3 February 1993

6. Captain Børge H. Jensen
   7 February 1993

7. Chief Engineer Mogens Krog Larsen
   15 February 1993

8. Chief Steward Jan Larsen
   6 April 1993

9. Chief Engineer Poul Vestergaard
   25 April 1993

10. Chief Officer Poul Erik Teddy Knudsen
    27 April 1993

11. Captain Niels Grøntved
    30 May 1993

Retiring

12. Captain Jens Wamberg
    1 February 1993

13. Captain Alf H. Rødebæk
    1 February 1993

14. Radio Officer Kurt Erik Hansen
    1 February 1993

15. Captain Bent Nygaard Lund
    1 February 1993

16. Radio Officer Kaj Georg Ludvigsen
    1 April 1993

17. Captain Gunnar S.L. Nicolaisen
    1 June 1993

MÆRSK DATA


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25 Years Anniversary

1. Per R. Christensen
   1 April 1993

ROSTI


1

25 Years Anniversary

1. Benny Markvadsen
   1 April 1993

ROULUNDS


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25 Years Anniversary

1. Bjarne Iversen
   2 January 1993

2. Jette Rosengaard
   1 April 1993

3. Bent Dybmose Poulsen
   27 April 1993

PHARMA-PLAST


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25 Years Anniversary

1. Inga Jensen
   10 January 1993

2. Kjeld Hansen
   15 January 1993

3. Vivian Andersen
   19 February 1993

THOR JØRGENSEN A/S


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25 Years Anniversary

1. Tom Jørgensen
   9 October 1992

THE YARD


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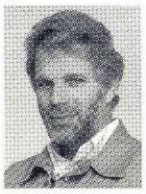
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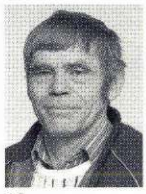
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13

40 Years Anniversary

1. Tommy Bendt
   12 March 1993

2. Helge Leif Nielsen
   12 March 1993

25 Years Anniversary

3. Jørgen Benediktson
   8 January 1993

4. Siegfried R. Weidlich
   15 January 1993

5. Villy Holm Jensen
   15 January 1993

6. Ronald Lund
   15 January 1993

7. Hans Henning Knudsen
   22 January 1993

8. Ole Nielsen
   29 January 1993

9. John Nielsen Lund
   5 February 1993

10. John Hjordt Hansen
    19 February 1993

11. Verner Carlo Glad Jensen
    19 February 1993

12. Jens Christian Bertelsen
    5 March 1993

13. Ejner Kristian Kyndesen
    12 March 1993

ORGANISATIONS ABROAD


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25 Years Anniversary

1. Bangwan Datt Pandey
   Maersk Bangkok Branch
   8 November 1992

2. Fumiyo Ishizuka
   Maersk K.K.
   Yokohama
   1 January 1993

3. Aaltje Mariane Ginoga
   Maersk Line
   Jakarta
   1 February 1993

4. Willem Daniël Dérogée
   Norfolk Line
   13 February 1993

5. Tony Wan
   Brigantine Services Ltd
   Hong Kong
   1 March 1993

6. Takashi Ogawa
   Maersk K.K.
   Tokyo
   1 April 1993

7. Katsuhiko Chojahara
   Maersk K.K.
   Osaka
   1 April 1993

8. Shinji Nishi
   Maersk K.K.
   Osaka
   1 April 1993

9. Kazumasa Sasaki
   Maersk K.K.
   Osaka
   1 April 1993

10. Nobuhiko Ito
    Maersk K.K.
    Hiroshima
    1 April 1993

11. Keiji Yoshikawa
    Maersk Agency Nagoya
    1 April 1993

12. Cho Yip Hung
    Brigantine Services Ltd.
    Hong Kong
    19 April 1993

13. Yuen Loi Cheoung
    Brigantine Services Ltd.
    Hong Kong
    25 April 1993

Retiring

14. Consuelo A. Fabro
    Maersk-Filipinas Inc.
    30 August 1992

15. Leung Chung Bing
    Maersk Hong Kong Ltd.
    30 September 1992

Obituary

The A.P. Moller Group regrets to announce the following deaths:

Mogens Jensen
The Yard
17 July 1992

Raimo Lehtinen
ex MAREN MÆRSK
20 July 1992

Gøsta Borg
ex AXEL MÆRSK
18 August 1992

Jørn Nyhuus Jacobsen
The Yard
31 August 1992

Tonny S. Hansen
ex LEDA MÆRSK
11 September 1992

A. Henning Wiboe Nielsen
Maersk Inc. USA
12 October 1992

Tine Jacobsen
Maersk Air
15 October 1992

Ove Bent Jensen
The Yard
30 October 1992

Frede Mikkelsen
The Yard
13 November 1992

Peter Kerry
ex MÆRSK VOYAGER
8 December 1992

Ingeborg Sauer
Maersk Deutschland
12 December 1992

Per Specht Rose
ex KARAMA MÆRSK
16 December 1992


MÆRSK